

TENNIS PLAYERS SHOULD TRY ONE SERVE AT TIME

By JAMES BURNS.

It is essential to toss your ball well above your head in serving. The height varies according to a player's style of service. It is important not only to toss the ball well up, but also to toss it the same way all the time, and at the same angle. The player thereby gets the correct timing of the stroke. Keep your eye on the ball.

Start the racket well back to the stroke. The player's feet should be well apart, but balance preserved. The grip for serving varies, but the fingers should always be spread apart. Do not hold the racket too tight, as it prevents you from having free wrist play. The more wrist play the better the chance of keeping the ball in court.

In serving a player follows through on his stroke—that is, the rackets is not checked when it meets the ball. To get power behind the ball it is necessary to avoid having your body and muscles tightened or strained to have the stroke uniform.

Have your left shoulder face the net in serving. Many players face forward. The standing position for "stance," as they say in golf, also varies according to the kind of a serve the player wishes to use. Standing sideways, the player meets the ball over his left shoulder. This produces more or less "cut" on the ball. For a fast straight service, the player meets the ball more in front of him. If you want to make a fast cut service it is best not to toss the ball too far on your left. Keep it more to the right, and serve off your right shoulder.

In a break or twist service the player throws the ball well back, that is, more directly over his head, to get under the ball. The player should feel the ball on his racket the same as in a topping stroke, before deciding to twist or pull down on the ball to cause it to "break" when it strikes the ground.

Master One Service. Master one kind of service, before starting on another, though of course, to play a good game you must use various tactics to confuse the opponent. But in learning take one at a time.

When serving a hard straight ball do not forget to place it, but do not show beforehand where you are going to attempt to place the ball or your opponent will be there to meet it. A hard straight service is considered easy to return if the opponent knows where it is going to be.

The first service, even if not hit hard, but well placed in court, is generally better than even a good second. The server has the striker guessing on his first ball. On the second the opponent seems to gain more confidence for the return.

In serving try to so place the ball that you will have the advantage and force the opponent to make a weak

return. Study your opponent's weakness in returning. If he is weak on back hand, for instance, keep playing to his back hand, and so on.

Try to catch the striker off balance when serving. Make your opponent extend himself to return your service.

Practice makes perfect. There is no reason why a player cannot get his second serve in as good and hard as his first. It requires only patience, confidence and will power.

Knowing that there are hardly two services alike, players should learn to judge their opponents' services. One should judge beforehand where the ball will bound before deciding to take up a certain position to receive it. There are twists, breaks, cuts and shots on the ball which players have to judge. Many players seem to stand in the same position to return all the different services. For instance, they receive a high bounding ball as they would a straight service that bounces low. If the receiver has a quick eye it will be advisable to receive a high bounding service about three feet inside the base line. Meet the ball on the rise and return it with a top. It also could be chopped back. The first method is preferred, as a player can get more depth to his ball, while in a chop stroke he gets only placement.

By standing three feet inside the court and meeting the ball on the rise you have the advantage over your opponent, as the return is much quicker.

In case your adversary has a "break" to his high bounding service hit the ball very hard. By hitting a "break" service ball too easily it spins off the racket. Hitting hard kills the spin.

On a straight, fast service it is best to stand back of the base line and be sure to return the service with good height and depth to the ball. A low-cut service, however, should be chopped back. A low-cut service bounces too low to drive high and still keep the ball in court. If a player can outguess where the service ball is going to drop he will worry his opponent considerably, and it discourages your opponent in serving when you invariably get the ball back. In time this counts.

Getting Service in Play. In returning a service the first thing to be certain of is to keep the ball in play instead of putting it in the net or out of court. A number of players make a mistake of trying to "kill" a service ball. Never do it. It is easy to volley a fast return.

The only time to hit a service ball hard is on a break or twist service, when, as explained before, it is essential to hit hard to offset the twist. It is usually harder to judge and return a service ball than a ground stroke. A service ball takes freak

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NEW OFFICER TO KOREA FIGURED IN CULEBRA SLIDES ARRIVE IN THE MANCHURIA AN UNFORTUNATE STILL MATTER OF UNCERTAINTY EXPERIENCE

Purser L. Macpherson, who for five years has passed through Honolulu as an official in a number of Pacific Mail liners, has announced his intention of quitting the sea for good and all time, taking up an agency for a large mercantile company with headquarters at San Francisco. Macpherson recently held down the lid in the purser's department in the Manchuria. He was universally popular with federal quarantine immigration and customs officials as well as the traveling public. His presence on board the Manchuria will be greatly missed by those at this port who have to do with the shipping interests. Kent W. Clark, who has been connected with the Mail company as a freight clerk, and last visited Honolulu in the Korea, has been promoted to the berth now vacated on the large liner by the retirement of Macpherson.

When two Chinese steamer passengers, embarking at Hongkong, China, manifested indications of bubonic plague, the specter of trial and misfortune loomed up mightily in the wake of the Pacific Mail liner Korea, and before the vessel reached the entry port for Shanghai, a series of troubles broke over the liner, resulting in a delay of 13 days, during which the Korea was compelled to ride at anchor off the fortified city of Wosung, an absolute quarantine being maintained that prevented the removal of a letter or paper, nor, to say the least, an officer or passenger, on the last trip to the Orient of the Pacific Mail boat.

"We had plenty of opportunity to count every tree and bush that lined the shores of the low, flat and uninteresting country that stretched before us," was the sad comment from one officer in the liner, that reached a berth at pier 7 from San Francisco at 8 o'clock this morning.

Some days after arrival at Wosung, all steamer passengers were removed from the ship. At the expiration of the 13th day the quarantine was lifted and the Korea steamed across a yellow waste of water to Nagasaki, where every person on board was obliged to take a medicated bath.

Greatly delayed, the Korea was hastened up the Japan coast, sailing from Yokohama to San Francisco over the great circle route, omitting a call at Honolulu.

Departing from the Golden Gate four days behind the regular schedule, the Korea will lose no time in the discharge of her cargo at the Japan ports, and with the elimination of a call at Manila, will leave Hongkong on the return trip according to prearranged program.

Fine weather fell to the lot of the vessel in the passage from San Francisco to Honolulu. Leaving the Korea at Honolulu today were 26 cabin and nine second-class passengers. The list of travelers proceeding to the Far East number 40 cabin, 16 second class and 150 Asiatic steamer.

Setting well out of the water, the Korea was dispatched from San Francisco with 80 tons of freight for discharge at Honolulu, while in transit for Japan and China less than 1200 tons of merchandise is carried.

F. S. Brownwell, formerly identified with the steamer San Juan, is now freight clerk in the Korea, taking the place vacated by Kent W. Clark, who will go over to the Manchuria in the capacity of purser. Brownwell is no stranger to this section of the Pacific and has a host of friends at this port.

The Korea is scheduled to depart for the Orient at 5 o'clock this evening, taking about 100 Asiatic steamer passengers.

TrenTruTics gives a table of the crops of 17 plantations for this year, three of which are complete, which shows a total excess over the estimates of managers of 26,615 tons of sugar, and a net excess over the crops of 1913 of 32,822 tons. The excess of 14 plantations is 38,824 tons over last year, while three show an aggregate decline of 6,002 tons. Stated as "now almost certain," the aggregate of 17 plantations for this season is 365,500 tons, against last year's aggregate of 332,678 tons. Following are the details, the first figure being for the 1914 crop, the second for excess over manager's estimate and the third for the gain over last year's crop, except where otherwise stated: Ewa, 31,000 tons, same as estimate, 1180 over last year; H. C. & S., 56,500 tons, 2500, 6190; Hawaiian Sugar (not including Gay & Robinson), 27,000, 5803, 6730; Honokaa, 8250 tons, 250, 1853 decrease from last year; Honoum, 8500 tons, 1100, 1499; Kahuku, 8000 tons, 400, 1844; Maui Agricultural, 33,500 tons, 3500, 8867; McBryde, 16,500 tons, 1500, 1900; Oahu, 33,000 tons, 3500, 4858; Olua, 24,000 tons, 700, 2898 decrease; Onomea, 18,250 tons, 2309, 1366; Pauhanu, 11,000 tons, 1000, 1042; Pacific Sugar, 6700 tons, 200, 720; Pepeekeo, 9500 tons, 1000, 548; Pioneer, 28,200 tons, 1200, 396; Waialua, 23,500 tons,

Uncertainty as to the nature and extent of the Culebra slides at Panama canal has caused the American Hawaiian Steamship Company to correct an erroneous report circulated along the Pacific coast of the United States, that the company were prepared to enter into contracts for shipment by the water route of the Panama canal for early July.

Until the sliding earth in Culebra cut is permanently checked, it is declared impossible to operate steamers through the waterway with any degree of safety or the maintenance of a regular schedule.

Steaming via Magellan straits, the Pennsylvania from New York is to arrive at Honolulu from Seattle about July 11. This will be the maiden trip of this freighter, which for some time has been retained in the Atlantic service. The Pennsylvania is laden to capacity with a general cargo.

General Freight Agent C. P. Morse states that the Georgian, now in the islands, will be dispatched for the east coast of the United States by way of Magellan tonight or tomorrow morning, the vessel now completing a shipment of 8500 tons of sugar at Hilo. Proceeding direct from San Francisco, the Alaskan is due to reach this port on July 8.

Confirmation of an exclusive story appearing in the Star-Bulletin concerning the partial opening of Panama canal to passage of commercial liners, was received this morning with the arrival of the Pacific Mail steamer Korea.

The Pacific Coast press has much to say of the performance in which the Grace liner Santa Clara figured.

In order to try out the Miraflores and Pedro Miguel locks of the Panama canal, the Grace steamship Santa Clara was sent through this portion of the big ditch. The operation was carried out successfully, the locks working smoothly and without incident.

The Santa Clara is the first privately owned vessel to be sent through any portion of the canal. The vessel proceeded from Balboa for New York via Magellan.

According to advices received from Governor Goethals, the work of clearing the canal of the remaining slide is being rushed at a rapid pace, and no effort will be spared to make it possible to permit the passage of all vessels as soon as possible. When Goethals gives the word it will mean that the canal will be open to all shipping.

HUGE FLAG-POLE RAISED AT FAIR

[By Latest Mail]

SAN FRANCISCO—The queen of the Portland rose festival, Miss Thelma Hollingsworth, who with her retinue has been making a tour of the Pacific coast cities, officiated at the raising of the huge flag-pole at the Oregon building on the Panama-Pacific fair grounds.

The pole is 210 feet high and six feet in diameter at the butt, the Examiner notes. It will rest 12 feet in a solid block of reinforced concrete that has been set for it near the Oregon building. Getting it into an upright position has presented a problem of engineering interest. The pole is the gift of Astoria, Ore.

OFFICERS PLAY CLUBMEN.

The baseball game between the University Clubmen and the army officers, scheduled for tomorrow afternoon at Fort Shafter, will be played at Alexander Field instead. The game will start at 3:45.

Admiral and Mrs. C. B. T. Moore, yesterday received word of the death of the brother of the latter, Hon. W. C. Johns, in San Francisco. His death was unexpected and the news proved a severe shock to Admiral and Mrs. Moore.

600, 2112. Those finished grinding are Hawaiian Commercial & Sugar Co.

ANGELENO SEEKS MISSING SPOUSE IN THE ISLANDS

"Fond of strolling in secluded and leaf canopied pathways, a frequenter of public libraries, reading rooms and the quiet haunts of chess players," are a few of the directions offered Sheriff Charles Rose by Mrs. J. A. Shelton of Los Angeles, California, who seeks to gain knowledge regarding the whereabouts of her husband, who is alleged to have left the woman and a family and is now believed to be a dweller in the Paradise of the Pacific.

Mrs. Shelton has also advised the local police department that her way-faring spouse had embraced the baptist faith and had been a regular attendant at one of the places of worship in the City of the Angels.

Shelton is described as American, 48 years old, 5-7, 150 lbs, medium complexion, gray eyes, brown hair which is getting thin, one gold tooth in front, smooth shaven. Wore gray suit, light gray hat, black shoes. This man has been suffering from nervous breakdown. Has been missing from his home, 130 1/2 Crown Hill avenue, since April 30, 1914.

Sheriff Rose is asked to seek for Shelton in the various parks and breathing places of the city. The wife takes this opportunity to inform the local officers that Shelton was not the kind of a man who would be found loitering about the great white way of any city, or would be found in any questionable resort.

In addition to setting a watch for the elusive Shelton at the public parks, Sheriff Rose is now considering the proposition of detaining a number of his handsome young men to attend services at the several Young Men's Christian Association chess club will not be overlooked in the search of the much wanted husband and father.

FEDERAL GRAND JURY MAKES SECRET REPORT

The federal grand jury made a partial report at noon today which was placed on the secret file of the court. It is reported that the jury returned eight true bills. One of the cases which it is believed the investigators had before them concerns Cyrus T. Green, who, it is believed, is accused of selling liquor without paying the general liquor tax. Several witnesses who appeared against Green in the police court were brought before the grand jury this morning. Most of them were soldiers.

C. D. PRINGLE LATEST SEEKER FOR FERN'S JOB

C. D. Pringle is the latest candidate out for Mayor J. J. Fern's job. He began his campaign for nomination on the Democratic ticket last night at Palo Alto valley, where a small sized but enthusiastic political meeting was held.

Friends of Pringle state that he only decided a few days ago to run and that now, his campaign ball having started, he is going to do some fast sprinting. Pringle is a Democrat and was after a federal job here, but his friends say he gave up his federal office aspiration with his determination to be a candidate for mayor.

GERMAN CRUISER TO MAKE BUT SHORT VISIT TO PORT OF HONOLULU

(Continued from page one)

terminated although it is believed that by the latter part of the year the cruiser will be ordered for home for a general overhauling.

In addition to Commander Captain H. Hann, the following officers are identified with the cruiser:

First Officer Kretschmar, Navigating Officer Kohler, Assistant Navigating Officer Gelske. Other officers include Messrs. Schilwig, Wamp, Fohnke, Keller, Knorr, v. Hopfgarden.

Despite the coalings of the vessel the local German colony was well represented this morning in paying a series of informal calls upon the commander and the officers. An interchange of salutes between the ship and the naval station marked the arrival of the cruiser in the harbor.

"THE NIGHT BEFORE SMOKER"

"The Night Before Smoker" is the title of a meeting to be held by the Commercial Club in its rooms the evening of July 3. The following invitation is being forwarded to members:

"There will be given at the Commercial Club of Friday, July 3rd, 1914, 'THE NIGHT BEFORE SMOKER' at which Members and their Friends will enjoy a Dinner Worth a Dollar and a Show Worth Five, all for the Dollar. Singing, Clog Dancing, Monologues, Violin Solos, a Hawaiian Orchestra and the Goodly Fellowship of Good Fellows.

Tables will be reserved for members and their guests up to noon of Thursday, July 2.

GOLF GOSSIP

By JEROME D. TRAVERS.

The mashie niblick is used to get the ball out of the bunkers, and traps and long grass and for pitch shots through the green. As the ball is often found lying in a foot print or some other depression, it is necessary to have a club weighing not less than one pound with a stiff shaft and a well lofted face in order to get out successfully.

A heavy club is needed because, in order to get the ball up, it is necessary for the club to have weight and power enough to cut through sand.

In playing a shot out of a bunker the player should keep his eye fixed upon some spot directly back of the ball, instead of upon the ball itself. In order to get the ball out of a bunker it is not necessary for the club to come in contact with the ball, but only with the sand beneath it.

Instead of trying to hit the ball, the player should take the club up almost vertically with the wrists and arms and should bring it down in the same way, striking the sand immediately back of the ball.

The club should follow through into the ground, the wrists immediately turning up to aid in lifting the ball. There should be practically no follow through toward the hole as in the use of other clubs.

Most beginners try to hit the ball itself, which is a great mistake.

Others commit the fault of striking too far back of it, and the stroke is robbed of all its power because of the amount of sand displaced.

Practice is required so that the player can gauge the exact distance he should strike back of the ball. When the ball is lying in long grass the player should lift the club almost vertically, as in the bunker shot, bringing it down directly back of the ball, and turn his wrists upward at the moment of impact. This upturning of the wrists will assist the player in causing the ball to rise.

As the mashie niblick has most of its weight in the heel of the club, it is particularly useful in playing shots where it is necessary to clear a bunker guarding a green. The weight being so placed tends to impart a back spin to the ball, causing it to drop dead where it strikes.

I grip the mashie niblick in the palm of the left hand and the fingers of the right. When playing through the green I press the right thumb on the shaft as in a mashie shot. In a bunker shot the right thumb is around instead of down the shaft.

When attempting to clear a bunker and reach the green the club face should strike the back side of the ball, imparting back spin and taking a little turf in playing this shot the ball should be about opposite the left heel and the right foot well advanced. Both legs should remain rigid, the body and head should remain as motionless as possible and all the work in making the shot should be done with the wrists and arms.

PASSENGERS BOOKED

Per P. M. S. S. Korea, for Japan and China ports, June 26.—Miss M. E. Clarke and Miss B. L. Kemp.

In a clam contest at Flushing, N. Y., James Mahoney disposed of 150 in five

PASSENGERS ARRIVED

Per P. M. S. S. Korea from San Francisco for Honolulu, June 26.—Miss Mary Biven, Miss Anna Devlin, W. H. Fry, Miss Kathleen Fry, Miss Margaret Fry, Mrs. C. S. Holloway, Mrs. E. E. Johnson, Chas. E. Jones, Mrs. Jones, A. F. Judd, Miss H. K. Ima, Miss Elsie Macdonald, Miss Mabel Macdonald, Jaa. McClellan, Miss Anna Nicholson, Miss M. L. Palsche, F. A. Pettigrey, Mrs. Pettigrey, Mrs. Sarah Simons, W. A. Riven, Miss Katherine Scanlin, W. K. Simerson, W. Wells, Master Jas. H. Wilder, P. S. Woolsey. For Yokohama—J. Bracconier and valet, P. T. Frankl, Miss Evelyn Magnet, Mrs. Herbert Smith, Miss Dorothy Smith, J. M. Allen, A. D. Twyffort, Mrs. Twyffort. For Nagasaki—J. B. Berelson, Mrs. W. W. Hadley, Miss Mollie Lawman, W. B. Miller. For Manila—Dr. C. H. Manlove, Arthur H. Newton, Franco T. Rosado, Dr. Louis F. Snow, Mrs. Snow, R. C. Snow. For Hongkong—Mrs. M. Arnold, Chas. C. Coleman, Dong Song Lung, Dr. Wm. L. Kneeder, Mrs. Alice Lowe, Miss Flora Orr, Miss Alice Reiterman, Mrs. W. C. Scott, John E. Sharpe, Mrs. S. Sprouse, Mrs. Sprouse and child, Miss Sarah E. Steele, Wm. Thayer Tutt, E. C. Travis, Mrs. Travis, Mrs. G. A. Walker, Miss A. Bruce Walker, Miss Laura E. Walker, Miss Lucille Winn, Wong Neat Tong, Mrs. Fry.

VESSELS TO AND FROM THE ISLANDS

[Special Wireless to Merchants' Exchange]

Friday, 1 p. m., June 26.

Report No. 2387.

San Francisco—Sailed, June 26, S. S. Alaskan for Honolulu.

S. S. Sierra lost one propeller yesterday (June 25); proceeding.

Aerogram from Yokohama.

S. S. Manchuria will arrive Sunday 10 a. m., and will probably sail Monday, 9 a. m., for San Francisco. Has on board 125 first-class, 24 second class and 269 steerage passengers.

With the arrival of the Pacific Mail liner Korea from the coast this morning the postoffice received 240 sacks of later mail.

TIDES—SUN AND MOON

Time	High	Low	High	Low	High	Low	High	Low
June 25	5:41	2:1	5:35	2:5	5:30	2:10	5:25	2:15
June 26	5:38	2:1	5:30	2:10	5:25	2:15	5:20	2:20
June 27	5:34	2:1	5:25	2:15	5:20	2:20	5:15	2:25
June 28	5:31	2:1	5:22	2:20	5:17	2:25	5:12	2:30
June 29	5:28	2:1	5:19	2:25	5:14	2:30	5:09	2:35
June 30	5:25	2:1	5:16	2:30	5:11	2:35	5:06	2:40
July 1	5:22	2:1	5:13	2:35	5:08	2:40	5:03	2:45
July 2	5:19	2:1	5:10	2:40	5:05	2:45	5:00	2:50
July 3	5:16	2:1	5:07	2:45	5:02	2:50	4:57	2:55
July 4	5:13	2:1	5:04	2:50	4:59	2:55	4:54	3:00
July 5	5:10	2:1	5:01	2:55	4:56	3:00	4:51	3:05
July 6	5:07	2:1	4:58	3:00	4:53	3:05	4:48	3:10
July 7	5:04	2:1	4:55	3:05	4:50	3:10	4:45	3:15
July 8	5:01	2:1	4:52	3:10	4:47	3:15	4:42	3:20
July 9	4:58	2:1	4:49	3:15	4:44	3:20	4:39	3:25
July 10	4:55	2:1	4:46	3:20	4:41	3:25	4:36	3:30
July 11	4:52	2:1	4:43	3:25	4:38	3:30	4:33	3:35
July 12	4:49	2:1	4:40	3:30	4:35	3:35	4:30	3:40
July 13	4:46	2:1	4:37					